

CLERMONT SMASHES INTO HALF MOON AT NAVAL PARADE

Demonstration of Warships at Hudson-Fulton Celebration Biggest Pageant of Fighting Craft Ever Gathered at Any Port

Five Times Greater Than that of Ten Years Ago When Admiral George Dewey Was Welcomed in New York Harbor on His Return from Manila

(Special from United Press.)
New York, Sept. 25.—The Hudson-Fulton celebration narrowly missed striking a real snag this morning when the replica of Robert Fulton's first steamboat, the Clermont, smashed into the side of the Half Moon off St. George's Island. Fortunately little damage was done excepting to the paint on the side of the Dutchman, but the episode gave the crowd on the excursion boats nearby their first thrill.

At 11 o'clock this morning when the chimneys of historic Trinity Church sounded a warning signal to the pulsing city under its venerable spire, there came out from the Kill Von Kull, in the upper harbor, two outlandish looking craft, a noisy puffing steamer and a steamboat, the Clermont, and a tiny half mooned ship with sails, named the Half Moon.

As these two vessels, like wraiths of by-gone centuries with people attired in the costumes of the past ages, issued from the mouth of the river, ten thousand steam whistles tried to burst their broken gullets in cannon boomed; cheers that grew into a hurricane of sound sprang up from the throats of millions of people, and the great Hudson-Fulton celebration was on.

Down the bay the greatest peace fleet that ever gathered in this hemisphere was waiting to escort the two diminutive craft; up the Hudson for miles the greatest war fleet with one exception that was ever gathered, waited to burst into the music of cannon fire as they saluted their predecessors.

Slowly, impressively, the Clermont and the Half Moon made their way down the bay, the Clermont in the lead, the Half Moon following. The commanding officers of the fleet, Captain J. W. Miller of the New York Naval Militia.

Then they made their way over to the Bay Ridge shore of Brooklyn where the escorting fleet was waiting. Wick- ed looking torpedo boats and destroy- ers, dumpy looking submarines, rakish yachts representing millions of dollars, powerful, big oceanic steamers that carried thousands of passengers, pulsing motor boats—two thousand and more of every description, wait- ing in the great line to escort and pay tribute to the first ship and the first steamboat that ruffled its waters. The signal was given and the great fleet fell into line and followed the Clermont and Half Moon. Back up the bay they came, impressive in their majesty, the Clermont and Half Moon, along and by the time the two little boats they escorted had turned north into the mouth of the Hudson, the tail end of the peace fleet had not gotten under way.

Up the Hudson they ploughed, cheer- ed and saluted on every hand. Off Fifth street the Clermont and Half Moon passed the first of the great war fleet, the little Newport, flying the stars and stripes, and her guns barked out a salute. A moment later the guns of the Mexican cruiser Morales burst into a booming salute. Then came the battleships, the German and the English and the Americans. Up through this nine mile stretch of war- ships the Clermont and Half Moon were 53 American war vessels, four English, four German, three French, one Dutch, one Argentine, one Mexi- can and one Cuban, with guns enough, if fired in one broadside, to wipe out a city or sink a nation's navy. There were 6000 smaller ones and men man- ning the rails and cheered lustily as the cockle-shells of the past centuries gravely passed and accepted the honor due them.

The Half Moon and the Clermont proceeded up the New York side of the river to 110th street where they have to at the official landing and were of- ficially received by the Hudson-Fulton Commission.

The great escorting fleet in ten squadrons proceeded up the Jersey side of the river to the peace fleet. They began to gather early. First to put in appearance were the suburbanites who jammed the early trolley cars and congested all the streets in the vicinity of the river. Then came the army and the navy, and the ever pres- ent lunch baskets.

The first point of vantage to be crowded was Riverside Park and the vicinity of Grant's Tomb. The spec- tacle presented from these vantage points was a sight to behold. Out in the river, lazily tug- ging at their anchors, was the great- est fleet of battleships and cruisers ever assembled in the Hudson.

A short time after the early sun had dried up the cold mist that hung over Manhattan in the early hours, every available bit of space in the park and on the Manhattan street viaduct between the Tomb and the river, had been filled and the disappointed late comers were hurrying down to fill the docks and wharves which had not been occupied as "grand stands" before their arrival.

It was cold waiting all along the river front but the crowd was peris-

OTTO T. BANNARD, REPUBLICAN NOMINEE FOR MAYOR OF NEW YORK



"philanthropic pawnshop." He was born in Brooklyn April 23, 1854. In 1876 he obtained his degree from Yale and two years later was graduated in law from Columbia. After practicing law for several years he became president of the Dolphin Jute mills of Paterson, N. J. In 1893 he was made president of the Continental Trust company and several years later ac- cepted his present place with the New York Trust company.

600 LOCAL KNIGHTS WILL PARTICIPATE IN BODY PARADE IN BODY

Bridgeport K. of C. Councils
Going to Columbus Day
Parade in Body
District Deputy Flynn
Names Lieut. J. J. Scanlon
as Marshal

By an act of the Legislature during the last session, October 12 has been made a legal holiday to be known as Columbus Day. The Knights of Columbus have determined to make the State celebration in New Haven an event not soon to be forgotten and the celebration will be made about 9:20 a. m. The train will arrive in New Haven from various parts of the State and of that number between 500 and 600 will go from this city. A mass meeting of the five local councils will be held next Wednesday evening in the chapter house on Main street, at which an address will be made by Thomas S. Macgregor of New Haven, chairman of the committee of arrangements.

On Tuesday, October 12, the local Knights will assemble at the chapter house and headed by the wheeler & Wilson band will march to the depot where the special train, chartered for the occasion, will be awaiting them. Departure will be made about 9:20 a. m. The train will arrive in New Haven in plenty of time for the dele- gates to assemble for the big parade which will begin the celebration proper which will prove one continuous round of entertainment. Nearly every hall in the city has been secured and at each some kind of an entertain- ment will be in progress during the afternoon and evening.

The people of the East Side are re- sponding because they have been led to believe that the plant would be im- mediately and permanently closed when in fact its doors continue to be almost unobstructed. Last night those living in the neighborhood of the plant found the stench unbearable.

"MIKE" O'BRIEN STANDS O. K. WITH RAILROAD

Lampman Who Saved Bos-
ton Express Has Been
Rewarded
His Carbolic Acid Stunt a
Boyish Prank and Has
Been Forgotten

Michael O'Brien, the lampman whose prompt action and gallantry saved the Boston express from being wrecked on the roller lift drawbridge over the Pequonnock river and saved hundreds of passengers' lives several weeks ago, has been rewarded by the railroad company and if he cares to he will have a position with the road during life. On August 2 when the story of the lampman's pluck and quick action was told to the public through the Farmer everyone was speaking words of praise for the plucky chap, but when there was no recognition of the action by the company mentioned it was thought that the story of the lampman's deed and coolness was somewhat exaggerated.

A short time ago O'Brien created a second sensation by buying carbolic acid in drug stores and threatening to take it because his girl had jilted him. His friend Joseph French knock- ed the poison out of his hand and a note was sent to the Farmer telling of the valiant deed of French. After this O'Brien's mother called at the Farmer office and stated that the publishing of the carbolic acid story caused her son to lose his job and that he had never received any official recognition of his act in saving the train.

Freight Agent L. B. Nickerson was asked about the matter this morning. He said that he had read the state- ment in the newspapers to the effect that O'Brien's services had not been recognized but the statements were untrue, as the day after the happen- ing the newspapers had published that the lift drawbridge failed to close and the express train was tearing down upon it. Supt. C. N. Woodward of the Short Line had written a con- gratulatory letter to O'Brien thanking him in the highest terms for his work and summoning him to New Haven. The young lampman went to New Haven where he was rewarded per- sonally by Supt. Woodward who hand- ed him a handsome sum of money and assured him that men of his caliber were sure to retain their employment with the railroad.

But O'Brien either through his ex- treme modesty or his desire to buy his girl a handsome present without his mother knowing of it, never said anything about the money or the re- cognition he had received from the company.

Mr. Nickerson said O'Brien was not out of the employ of the company and would not be unless there was good cause. After the carbolic acid episode he talked with O'Brien and be- came assured that it was a boyish prank and that the young lampman is all right mentally.

At the time O'Brien saw that the approaching train was going to be wrecked upon the raised rails he never thought he was doing anything great when he seized a flag and rushed down the tracks and signalled Engi- neer Riley Mitchell to stop the train. He simply realized the situation and no blame would have been placed upon his shoulders if the train had been wrecked and the passengers killed. They simply realized the danger and saved the day. Several men aboard the train cheered him and wanted to take up a collection, but O'Brien refused to accept the money and said he was sorry for the joke and explained the matter satisfactorily to his boss.

SKILLED MACHINISTS LEAVE BRIDGEPORT FOR WEST, SAYS HERRESHOFF, FAMOUS DESIGNER

Conditions in Bridgeport No Longer Attractive to Best
Men—Detroit Pays Higher Wages and Treats Work-
men Like White Men—Black List Particularly Ob-
jectionable.

Charles F. Herreshoff, who was formerly connected with the American & British Mfg. Co., in this city, and who designed the engines, in the famous motor boat, Den, declared this morning that Bridgeport has parted with her highly skilled machinists to the West, and expressed his belief that the conditions that exist here and per- haps throughout New England are not such as will keep this locality in the position of industrial supremacy it has so long held because of the presence of the finest body of skilled craftsmen in the world.

Mr. Herreshoff is now a resident of Detroit, Mich., where he is the expert of a company which manufactures the Herreshoff cars, some of the parts of the car are manufactured in Bridge- port. It is to secure certain corrections in this work that he visited Bridgeport today.

To a reporter of the Farmer Mr. Herreshoff said:

"Many machinists are coming to the west, and especially to Detroit, from Bridgeport and other parts of New England."

Asked to what he attributed the ex- odus of this skilled body of men, he replied:

"In the west the men are treated like white men. The pay is better and they like all the conditions better. They have not tried to keep the higher class of machinists in Bridgeport. If they had tried to do so I would not have been obliged to make this visit East. A number of the parts of our car are made in Bridgeport and I have come to look after certain details which would not need my oversight if the higher types of machinist had been shown more consideration."

Mr. Herreshoff's statement bears out the allegations made by the members of the machinist's craft in an article which was printed in the Farmer some days since.

It is said that a list of the men who have gone from Bridgeport to Detroit in the last year would make an aston- ishing long roll of high grade ma- chine workers.

One of the features of Eastern in- dustrial life which skilled workmen find most intolerable is the so-called black list, and the agreement which prevents men employed in one factory seeking better employment in another, without the consent of the first em- ployer.

Mr. Herreshoff is a member of the famous Herreshoff family, noted yacht designers. He is the designer of sev- eral types of motor boats and auto- mobiles for marine and automobile use.

FOUR KILLED IN FALL FROM ARMY BALLOON

Republic Explodes While
500 Feet in Air at Mou-
lins, France

Had Been in Commission
One Year and Wife of
War Department

(Special from United Press.)
Moulins, France, Sept. 25.—The di- rigible army balloon Republic ex- ploded near here to-day while 500 feet in the air. Four aeronauts were killed and the balloon completely destroyed. The Republic had only recently been put in commission after an ac- cident in which it was blown from its moorings by a heavy wind and badly damaged.

In the recent army maneuvers the Republic achieved distinction as a successful scout balloon.

The aeronauts who lost their lives were Captain Marchal and Lieuten- ants Chauré, Vincent and Reux. They were crushed to death after a fright- ful plunge. The accident of the ex- plosion has not been determined as all of the occupants were killed and there was no body recovered. The cause is little chance of learning the cause from this source.

When the Republic passed over Moulins, near La Palisse, she was ap- parently under perfect control. The explosion occurred within a quarter of an hour when the balloon was quar- antined from the ground. The Re- public had been in commission but little more than a year and was the pride of the War Department.

The cause of the explosion and the death of the four men is being in- vestigated by the military authorities.

LOUIS ISENBURG NEW OWNER OF RUSSELL BAKERY GROOVED RAILS ARRIVED TODAY

It was announced upon good author- ity to-day that the interests who have purchased the business of the City Bakery in Main street, near Bank street and who have secured a lease upon the main part of the building is headed by Louis Isenberg, the grocer, who has a large store at 23 Cannon street. Mr. Isenberg could not be found to-day to learn just what the new concern intended to do with the old established business. It is under- stood that the announcement will be formally made within a few days.

Isenberg, who has been in the grocery and market business here for several years has been eminently suc- cessful and it is hinted that the bak- ery is being thoroughly remodelled and will be run entirely independent of the big store now conducted by Mr. Isenberg in Cannon street.

FATHER WILL PAY TO FIRM WHAT SON STOLE

George Taylor, Because of
His Youth, May Be Spared
Jail Sentence.

The case of George Taylor, who was arrested yesterday for the theft of money and clothing from the Tow & Kohlmaier store, Main street, was con- sidered in the city court to-day until Tuesday. Bail was fixed at \$200. An arrangement is under consideration whereby the father of the boy, a mas- ter painter, will settle with the firm. If he does settle, a member of the company said this morning that the charge of embezzlement will not be pressed. Assistant Prosecuting At- torney Redden said this morning that he would be glad if the case could be adjusted.

The young man is more than 18 years old, which makes him too old to enter the reform school but he is not yet 17 and is too young to be placed in jail, where he would be thrown in con- tact with hardened criminals.

GREAT DAY FOR POLICE IS NEAR

The one great day of all the year for the members of the police depart- ment will be Wednesday at the Court- land Club, Black Rock, when the an- nual sheep-roast takes place. Athletics will have a place in the day's enjoy- ments. The committee is trying to arrange a potato race between Pol- ice-men Charlie Lush and John Con- roy. Charlie Murphy, who has al- ready been a member of the police, has been forgotten since he took the peaceful job of watching at the Con- gress street bridge will also be as- signed a stunt of some kind.

THORPE BRINGS FORECLOSURE SUIT

Fred L. and Ada R. Jennings of Fairfield were this morning served with papers by Deputy Sheriff Peter Doolan in a foreclosure suit brought by Frederick Thorpe, a well known resident of Southport. Thorpe has a mortgage of \$2,000 on property of the Jennings in Fairfield which has never been paid. Charles H. Goodsell of Fairfield has a mechanic's lien of \$800 and Adriance Platt & Co. of Port- Chester, N. Y., have a judgment of \$200 against the plaintiffs. These lat- ter are also named as defendants in the suit.

Weather Indications

New Haven, Sept. 25.—Forecast.—Fair and cooler to-night; Sunday fair. An extended area of high pressure central this morning over the lake region is producing cool, pleasant weather in nearly all sections east of the Rocky Mountains. Light frost was reported from Michigan. A distur- bance is central this morning near Key West, Fla.

Conditions favor for this vicinity fair weather for two or three days, with slightly lower temperature to-night.

NOTICE.
Bartenders' Local 258, notice. Regu- lar meeting Sunday, Sept. 26th, 7:30 p. m. Business of importance. A full attendance is requested. For- ward to JOSEPH FITZGERALD, President.